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NAVAL AVIATION SAFETY CENTER
NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

14/kn
Ser 659
29 May 1967

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES

[REDACTED]

From: Commander, Naval Aviation Safety Center
To: Commanding Officer, Training Squadron THREE

Subj: VT-3 AAR ser 3-67A concerning T-28C BuNo 140541 accident
occurring 30 March 1967, pilot McCABE

1. The subject report and all endorsements thereon have been reviewed. Commander, Naval Aviation Safety Center concurs with the comments and recommendations of the Aircraft Accident Board as modified by subsequent endorsers.

(b) (5)

[REDACTED]

(b) (6)

[REDACTED]

By direction

Copy to:
CMC (Code AAP)
NAVAIRSYSCOMHQ (AIR 404) (2)
CNATRA
CNABATRA
NAVPLANTREPO COLUMBUS

[REDACTED]

ORIGINAL

Code 34
10 May 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on CO TRARON THREE AAR, ser 3-67A, concerning T-38C,
BUNO 140541, accident occurring 30 Mar 1967, pilot McCABE

From: Chief of Naval Air Training
To: Commander, U. S. Naval Aviation Safety Center

Subj: Aircraft accident report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the
Aircraft Accident Board as modified by the subsequent endorsements.

(b) (6)

By direction

Copy to:
COMNAVAIR
CMC (Code AAP)
CNABATRA
COMNAVPLANTREPO COLUMBUS
CO TRARON THREE

ORIGINAL

Code 05
3 May 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6
SERIES

SECOND ENDORSEMENT on TRARON THREE Serial 3-67A, concerning
T-28C, BuNo 140541, accident occurring 30 March 1967, Pilot:
McCABE

From: Chief of Naval Air Basic Training
To: Commander, U. S. Naval Aviation Safety Center
Via: Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

Ref: (a) CNABATRA ltr Code 103 of 15 MAR 1967

1. Forwarded. Concur with the conclusions and recommendations
of the Aircraft Accident Board as modified by the first
endorsement.

(b) (5)



J. H. Armstrong
J. H. ARMSTRONG

Copy to:
NAVAVSACEN (2 direct)
NAVAIRSYSCOMHQ
CMC (Code AAP)
NAVPLANTREP COLUMBUS
TRARON THREE

Code 01
26 April 1967

FIRST ENDORSEMENT on Training Squadron THREE serial 3-67A, concerning
T-28C, BUNO 140541, accident occurring 30 March 1967, Pilot McCABE

From: Commanding Officer, Training Squadron THREE
To: Commander, U.S. Naval Aviation Safety Center
Via: (1) Chief of Naval Air Basic Training
(2) Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

1. Forwarded, with the following observations

(b) (5)



(b) (5)



D. T. Karmagel
D. T. KARMAGEL

Copy to:
NAVAVSAFECEM 2cc
NAVAIRSYSCOM HQ
CHC (Code AAP)
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CNABATRA
NAVLANTREP - COLUMBUS

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 1

SPECIAL HANDLING REQUIRED *Conformance with*

Para. 66, OPNAV INSTRUCTION 3750.6, effective editions

OPNAV REPORT 3750-1

PART I: GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, TRARUN THREE	2. SERIAL NO. 3-67A	3. DTG (LOCAL) OF MISHAP 302326 March	4. MODEL AIRCRAFT T-28C	5. BUREAU NUMBER 140541
6. TO: Commander, Naval Aviation Safety Center	7. LOCATION OF MISHAP 4 mi east of S. Whiting Field	8. DAMAGE Alpha		
9. VIA: CO, TRARUN THREE	10. RC CNABATRA CNATRA	11. TIME OF DAY Night	12. TIME IN FLIGHT 1+37	13. FLIGHT CODE 301
14. CLEARED FROM South Whiting TO South Whiting				
15. TYPE CLEARANCE Local VFR		16. AIRSPEED Unk	17. A/C WEIGHT 7,400	
18. BRIEF DESCRIPTION OF MISHAP Uncontrolled collision with ground in touch-and-go pattern		19. ELEVATION AT TIME OF MISHAP S.L. 180 TERRAIN 0		
20. LIST MODEL, BUONO, REPORTING CUSTOMER AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) None				

(b) (5)

1. NAME (Last, first, & middle initial) McCABE, Peter F.	2. GRADE 2/Lt	3. PAY GRADE NO. (b) (6)	4. BRANCH OF SERVICE USMC	5. YEARS OF SERVICE 23	6. GRADE Student	7. POSITION F/C	8. DUTY STATION 'A'
CO-PILOT (Identify & submit separate page 13) None							
ITEM				ITEM			
11. ALL MODELS	118.1			17. CV LANDINGS DAY/NIGHT	ALL	0	0
12. ALL MODELS IN LAST 12 MONTHS	118.1			18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0	0
13. ALL MODELS IN LAST 3 MONTHS	61.6			19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	0.1	25.7
14. ALL SERIES THIS MODEL	A/C	88.2		20. NIGHT HOURS LAST 3 MONTHS	ALL	4.6	4.6
15. ALL SERIES THIS MODEL LAST 12 MONTHS	DFT/CPT	0 / 4		21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)	N/A		
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	61.6		22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	30 March 1967	
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK	N/A			24. TYPE INSTRUMENT CARD	None		
25. NAME (Last, first, & middle initial) None				26. GRADE 2/Lt	27. BRANCH OF SERVICE USMC	28. PAY GRADE NO. (b) (6)	29. POSITION F/C

PART II MAINTENANCE MATERIAL AND FACILITIES DATA										
A. A/C HISTORY	1. DATE OF MANUFACTURE	2. FLIGHT HRS SINCE ACCEPTANCE	3. NO OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT HRS SINCE LAST PAR/OVERHAUL	6. LAST PAR/OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
B. ENGINE HISTORY	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR REQUESTED?	6. FLT HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
	(1)									
	(2)									
	(3)									
	(4)									
C. COMPONENT HISTORY	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURER'S PART NUMBER	3. TOTAL HRS ON PART	4. NO OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR REQUESTED?	8. SER NO. FOR AMPFUR		
	(1)									
	(2)									
	(3)									
	(4)									
D. INCIDENTS & GROUND ACCIDENTS	1. PARTS REPAIRED		3. DIRECT MAN-HOURS INVOLVED		2. PARTS REPLACED					
	PART NUMBER	NOMENCLATURE			PART NUMBER	NOMENCLATURE				
E. ENGINE FAILURES	JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)									
	AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE		
	8. G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL	14. NO RELIGHT ATTEMPTS			
		<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED				<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL				
	INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS							
RECIPROCATING ENGINE FAILURE										
	17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BHP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE		
	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS								
F. OTHER REPORT	IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP									
	1. AMPFUR SERIAL NUMBER <u>N/A</u>									
	2. DIR MESSAGE REQUEST DATE-TIME GROUP <u>None</u> <i>Refer NAC to DIR requests the para 30 OPNAVINST 3750.6E</i>									
	3. OTHER <u>Preliminary/Supplementary MSG Report TRA/RON THREE 310858Z Mar 1967</u>									
	4.									

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING		3. WIND OVER DECK		4. RELATIVE WIND		5. APPROACH/END SPEED	
6. MARK NUMBER		7. MODEL NUMBER		8. LOCATION OF SHIP		9. LAUNCHING BRIGLE AND BRIGLE ARRESTER			
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED									
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.									
12. ENGAGED		13. DECK RUNOUT TRAVEL (FEET)		14. RAM TRAVEL (INCHES)		15. CONTROL VALVE SETTINGS CONSTANT PRESSURE CONSTANT RUNOUT (WT. LBS.) DOME (P.S.I.) RATIO		16. ACCUMULATOR PRESSURE (PSI)	
17. COMMENTS (for cable failures specify no landings and months in service)									
18. DECK PENDANT									
19. DECK PENDANT									
20. BARRIER/BARRICADE									
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)									
21. DATE DEPLOYED/CONUS				22. DAY HOURS/LANDINGS SINCE DEPLOYMENT		23. DAY HOURS/LANDING LAST 30 DAYS			
24. NO. DAYS OPERATING PERIOD									
25. FIRST HOURS/LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED				26. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT		27. NIGHT HOURS/LANDINGS LAST 30 DAYS			
WEATHER AT SCENE OF MISHAP									
28. CEILING		29. VISIBILITY		30. WIND DIRECTION AND VELOCITY		31. TEMPERATURE AIRWAY OUTSIDE AIR		32. DEW POINT	
Scat		8 miles		070°/ 5kts		62		56	
33. OTHER WEATHER CONDITIONS (clouds, light, ice, fog, sea, density altitude, as appropriate)									

PART III ADDITIONAL INFORMATION					
PART	SECTION	ITEM	REMARKS	2 COPY DISTRIBUTION	
				DCC NAVJAGSAFECON DIRECT (NAV)	
				MODUSERS BROUGHT OVER	
				1cc NAVJIRSYSCOMHHC	
				1cc CMC (CODE RHP)	
				1cc CNATHA	
				1cc CNABATRA	
				1cc NAVPLANTREP-	
				COLUMBUS	
3. GOVERNMENT PROPERTY			4. PRIVATE PROPERTY		
COST DAMAGE TO:	None				5. DATE SUBMITTED TO CO 19 April 1967

(b) (6) [REDACTED] PART IV SIGNATURES (b) (6) [REDACTED]
VT-3 AVIATION OFFICER USN 2
3 FLIGHT SQUAD (b) (6) [REDACTED] UNIT AVIATION SAFETY OFFICER UNIT BILL
(b) (6) [REDACTED] LT, MC, USNR (b) (6) [REDACTED] VT-3 AVIATION SAFETY OFFICER UNIT BILL

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

PART V - THE ACCIDENT

A. On 30 March 1967 a night familiarization lecture was given at 1600 CST to student aviators who were to night fly on this date. The lecture was given by CAPT (b) (6) USMC, and lasted until 1720 CST. The lecture was a little longer than usual in order to still doubts and fears the pilots might have had because of an accident the previous night.

B. After the lecture, the students and their instructors launched on a Night Familiarization-ONE hop with 2/LT Peter F. McCABE, (b) (6) USMCR, launching with Marine instructor CAPT (b) (6) for a one hour instructional flight. From the rear cockpit, CAPT (b) (6) familiarized 2/LT McCABE with various check points he would be using on his solo flight following this FAM-1.

C. After the high work was completed, 2/LT McCABE and CAPT (b) (6) entered the landing pattern and made several touch-and-go landings.

(b) (5), (b) (6)

D. At 2149 CST, seven Night Familiarization-TWO solo aircraft were launched using runway 13 at South Whiting Field (enclosure (2)). 2/LT Peter F. McCABE was the first to launch in aircraft 2W305, BUONO 110541. After the seven solos had taken off, they entered a holding pattern, orbiting a relay tower at 2000'. When the orbit had been established around the Relay Tower, the solos in the holding pattern were instructed

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to move to a new orbit around the town of Milton, This was done to make the Relay Tower orbit pattern available for the returning night navigational aircraft which had been previously launched. The night-navs were recovered on runway 13.

E. Upon recovering the night-navs, the Runway Duty Officer noticed about a five knot ~~tail~~^{CROSS} wind and changed the duty runway to runway 4 for the touch-and-go landings of the night fam solos (enclosure (2)).

F. The night fam solos returned to the Relay Tower and were cleared to depart holding for a night entry to runway four. The holding departure and the night field entry were normal and in accordance with established procedures (enclosure (2)). All of the aircraft during the first approaches were close to the runway on the downwind leg because of a slight crosswind. However, the first aircraft, 2W305, corrected in his approach and had a good final approach and landing (enclosure (2)). Some of the other aircraft waved-off due to being close abeam and some made successful touch-and-go landings. Two other approaches were made by the solos without incident, except for two separate instances of an aircraft "cutting out" another aircraft on the crosswind leg of the touch-and-go pattern.

G. After 301 had made his fourth touch-and-go, 305 made his fourth landing and take off, followed by 307. [REDACTED]

(b) (5), (b) (6)

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(b) (5)

The aircraft (305) disappeared below the runway lights for a moment, then reappeared climbing in a very nose high attitude and all of a sudden nosed over in a very steep angle for the ground. This aircraft went behind some trees and exploded into flames (enclosure (3) & (4)).

H. The tower operators and the crash crew responded immediately and within minutes the crash trucks were on the scene fighting the fire (enclosure (11)). After the fire was extinguished, medical department personnel removed the body of the pilot.

PART VI - DAMAGE TO AIRCRAFT

A. Aircraft 2W-305, BUONO 140541, received strike damage due to impact with ground and subsequent burning (enclosure (9a) & (9b)).

b. Engine Section. Impact of the aircraft resulted in the engine being pushed into the ground approximately three feet. The engine, accessories' section, and front cockpit were shoved together (enclosure (8)). One propeller blade sheared in the blade root area and was thrown some distance from the wreckage.

C. Wings and Fuselage. The wings and fuselage were mainly destroyed by fire, especially in the cockpit and wing root areas (enclosure (9a) & (9b)). All instruments were burned to such an extent that they were unusable by the accident board.

PART VII - THE INVESTIGATION AND ANALYSIS

A. The accident occurred during an authorized Night Familiarization - Two solo flight which departed NAAS Whiting Field (South) at 2149 CST on

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30 March 1967. The aircraft crashed at 2326 CST, after being airborne 1 hour and 37 minutes. The normal syllabus for a Night FAM-TWO calls for a flight of 1.6 hours divided into touch-and-go landings for one-half of the period and air work in an orbit pattern around a fixed point for one-half of the period. In this instance, the orbit pattern air work was conducted first. The weather on the night of the accident was clear and moonless with a visibility of 8 miles.

(b) (5)



The crash occurred in a densely wooded area, but the only trees that were broken were the two struck by the aircraft while it was still airborne (Pt. A-1, enclosure (6)). As shown in enclosures (6) and (7), these trees are close together and in close proximity to other trees. The fact that only these trees and no others were hit by the aircraft, indicates that 2W305 was in an approximate 90° angle of bank at this point. As shown in enclosure (6), the aircraft passed through these trees at approximately 100 feet of altitude heading 045 degrees, and impacted with the ground in a nearly vertical attitude. The wreckage came to rest on a heading of 250 degrees. As is shown in enclosures (9a) & (9b), the wings did not rip from the aircraft and the fuselage aft of the front

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cockpit did not telescope forward toward the engine area. (b) (5)

(b) (5)



The landing gear was down and upon impact caused the fuel cells to rupture and release aviation fuel. This fuel caught fire and much of the aircraft in the area of the cockpits, engine, and wing roots was consumed by fire (enclosure (9a) & (9b)).

The pilot was killed on impact (enclosure (15)) and was located on top of and aft of the engine and accessories section that had been shoved together (enclosure (8)).

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(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5)



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